Texas Highways

May, 1958 35c

Governor Price Daniel and State Highway Engineer D. C. Greer put the finishing touches on one of the first signs to go up on a traffic safety project. This project—at the Walnut Creek Bridge on F. M. 969—is just one of 158 such projects slated under the $25 million emergency highway safety fund designated in January to rebuild known danger spots on 918 miles of highways.

Texas Highways

Volume 5 • Number 5

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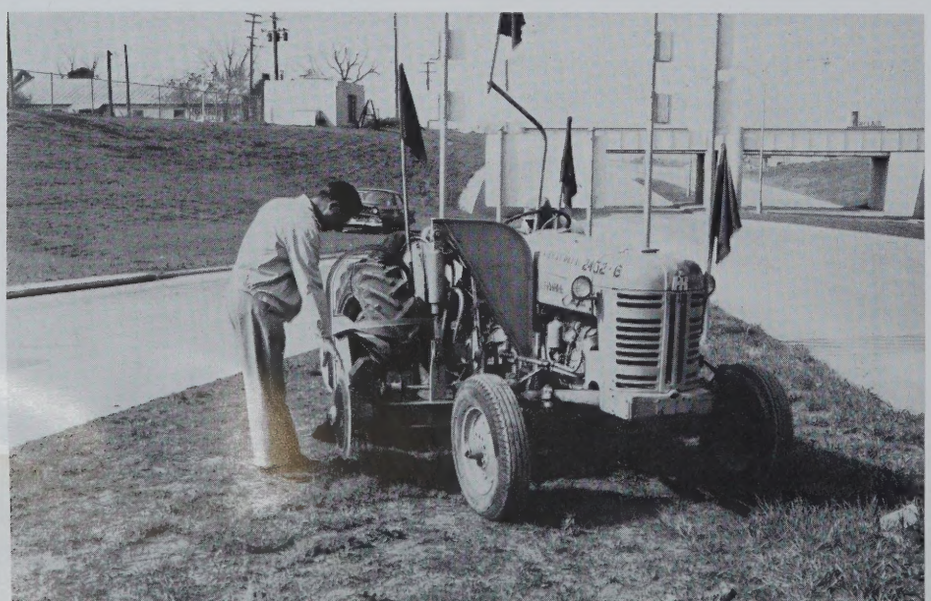
This close-up shows the first type edger in vertical position.

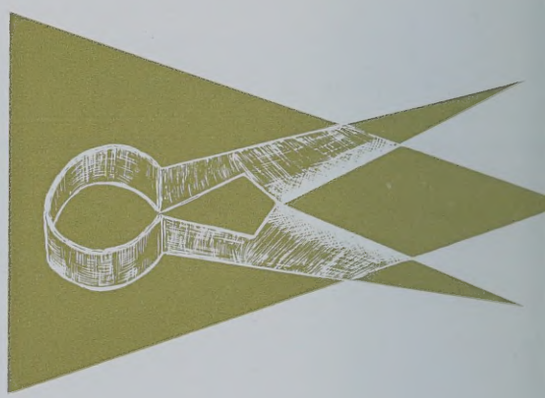
The first type edger is in operation here. It could be used either on the right or left.



The second cutting disc was mounted in the center of the machine on the right.

Keeping the grass edged at curbs along seven miles of the San Antonio Urban Expressway and frontage streets can be quite a problem. In District 15 various means have been used—including power edgers, hoes, mattocks—to cut the grass and keep it from growing out into the street.

Our problem was discussed with R. H. Zeigler, District Maintenance Engineer, and R. C. Hughes, Senior Equipment Supervisor. Various ways were advocated, and with the assistance of E. C. Morgenstern, Senior Shop Foreman, the green light was given to make an edger in the district shop.



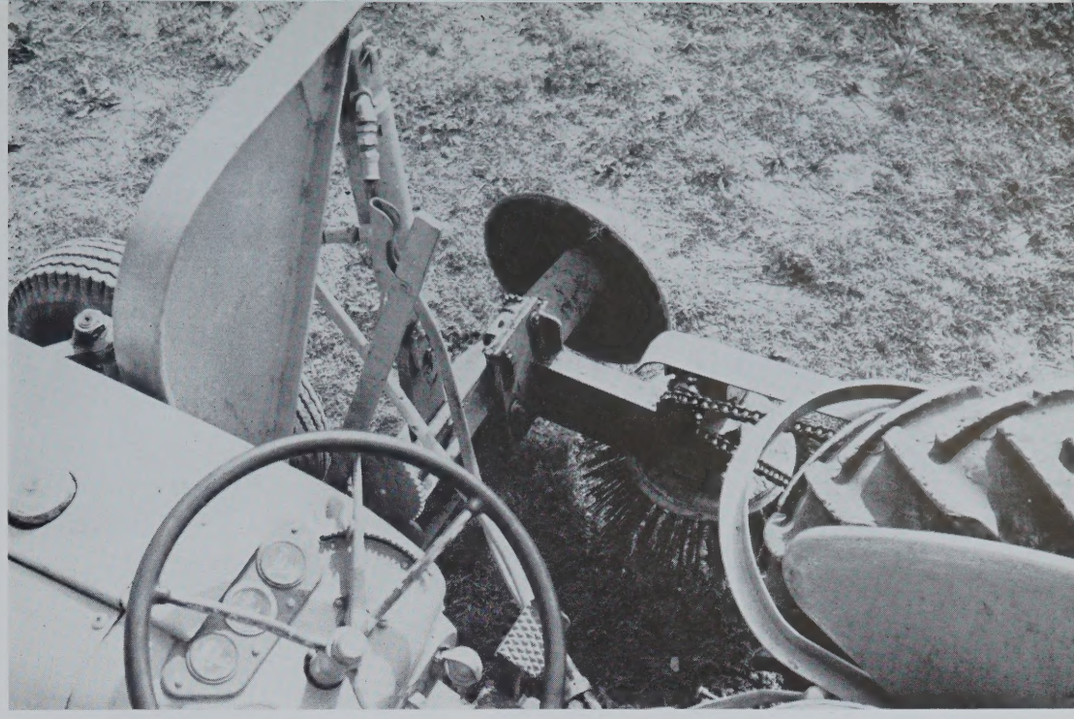
The first edger was installed by Eugene E. Buttes, Skilled Laborer, under the supervision of Morgenstern, on an International "300" tractor. It was so constructed that it could be used from either side of the tractor. Results were excellent, but then the services of additional equipment to sweep the curb were required.

On the first cutting dirt spilled

on the pavement, along with the grass. Even so, about ten miles of curb could be cut and cleaned with this machine in six hours.

The second edger was designed by the same personnel and was constructed to operate on the right side in the center of the tractor. This gave the operator much better control. He could now see the bit as it cut without turning and looking over his shoulder.

Another excellent feature installed permitted the operator to sweep the cuttings from the curb top into the



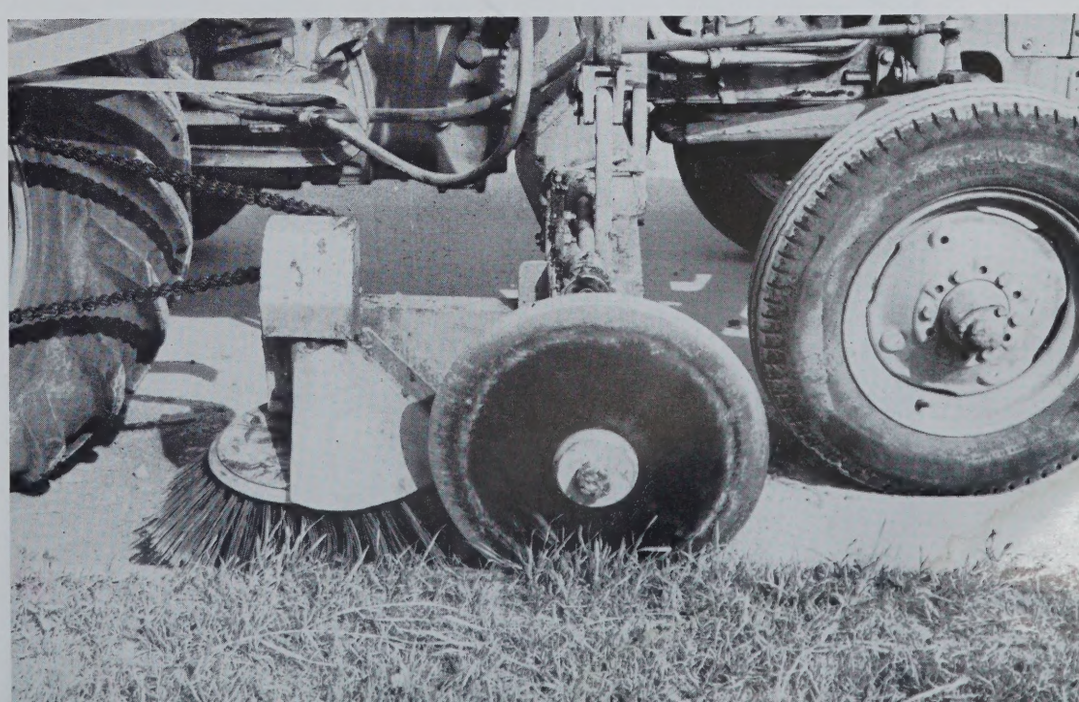
The driver's view of the disc and brush shows the chain drive on the brush.

Expressway Edging Operation

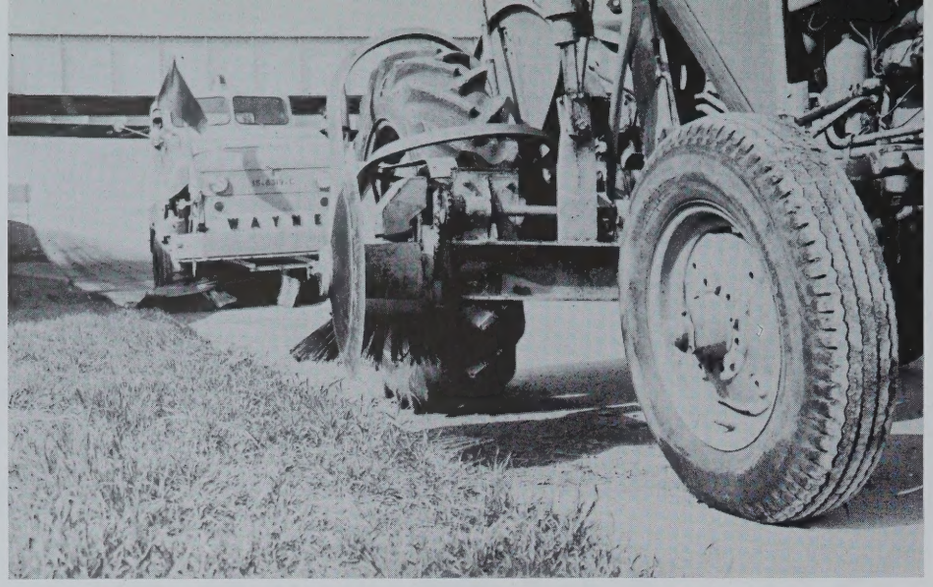
M. D. L. Jordan, Senior Maintenance Foreman
District 15

street for the street sweeper to pick up. The device was made like a miniature gutter broom on a large sweeper. It was controlled by the operator so that more or less pressure could be put on the brooming action as conditions warranted.

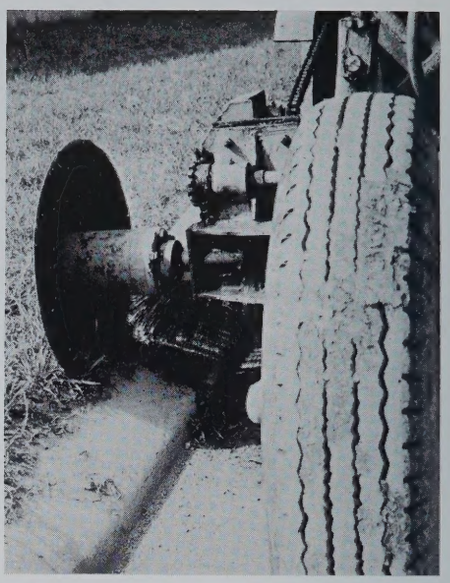
The new edger with broom attachment increased work accomplished by 50 per cent; thus, greatly increasing the amount of edging for the same amount of money expended. What was a prodigious task has now become a relatively routine job.



Disc and brush are shown in cutting position.

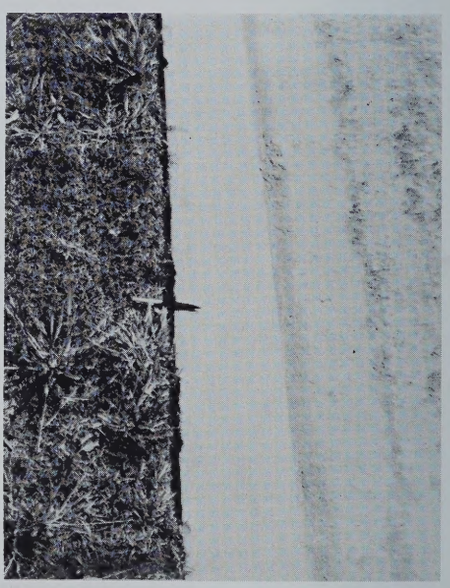


A hydraulic system raises and lowers the attachment.



Close-up of disc and sweeper.

The tractor-mounted edger and sweeper clean cuttings out of the gutter.



The finished job.

With the second edger, the operator is better able to watch operations.

TWO NEW D.E.s NAMED

Two new District Engineers have been announced by D. C. Greer, State Highway Engineer.

Archie J. Sherrod, former Engineer of Maintenance in Maintenance Operations Division of the Austin office, assumed the duties of District Engineer in District 6 on April 16.

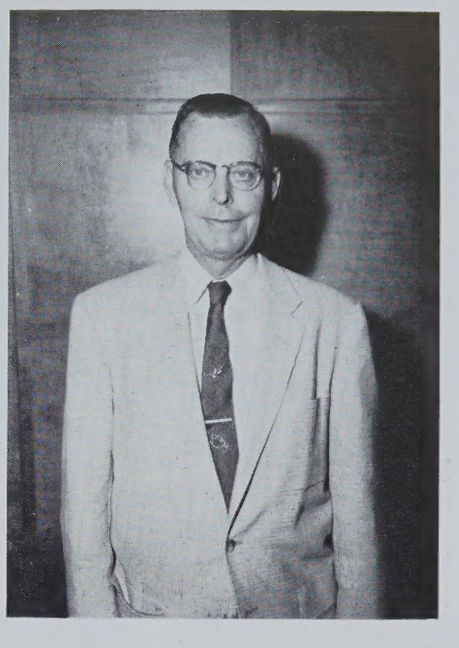
Roy L. Faltinson, District Engineer of District 6 since 1951, requested other work with the Department for reasons of ill health and the added responsibilities brought on by the accelerated highway program. Faltinson has been named Senior Buildings Engineer at Odessa. In this capacity, he will have duties covering the planning and construction of the new District headquarters plant for District 6.

Another new District Engineer is Luther DeBerry, for District 11 at Lufkin. DeBerry was Assistant District Engineer at San Antonio for five years prior to his new post. He fills the spot vacated by V. G. Koch, who has been named Program Expediter covering Highway Districts 10, 11, 17, and 20. He will specialize on city street work and farm to market roads—a phase of work which has been stepped up by passage of the Federal Highway Act of 1958.

Sherrod is a 1939 graduate of Texas A & M College in civil engineering. He has been with the Department for 21 years, starting out as a Chainman.

A University of Texas civil engineering graduate, DeBerry worked summers for the Department prior to his graduation in 1937. He then started out as an Instrumentman in Sherman. He has filled every post in the engineering section of the Department.

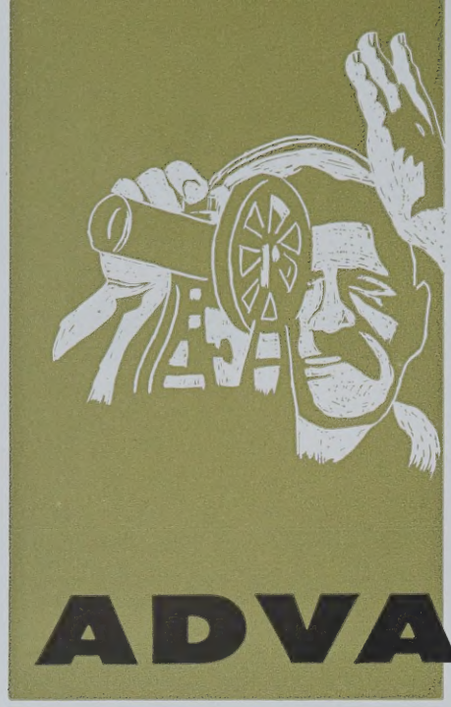
Archie J. Sherrod



Roy L. Faltinson

B. L. DeBerry

V. G. Koch



John C. Smith, Senior Resident Engineer
District 12

ADVANTAGES

of Working for the Texas Highway Department

I am sure that some of you, at one time or another, have had occasion to evaluate the advantages or merits of your career. Many times this evaluation is based on direct comparison of other careers with other organizations. It is my opinion that direct comparisons are unsound and very often are fallacious. I believe that to accurately ascertain the advantages of a particular career, one should examine and judge on the basis of merits alone. To do this, we must set up a yardstick with which to measure the merits of a career with the Texas Highway Department. I have attempted to construct a yardstick of five basic components which every successful career must have. They are as follows:

1. Integrity
2. Recognition
3. Salary
4. Security
5. Challenge

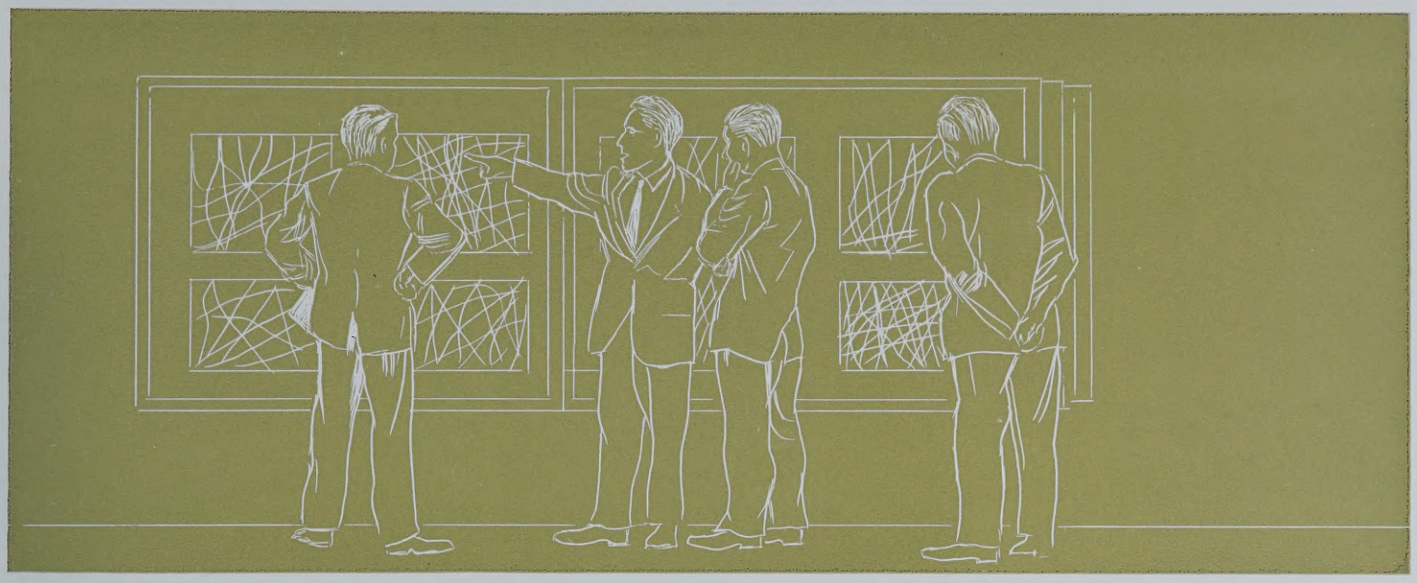
These basic components of the yardstick are not necessarily in order of importance.

Let us now proceed to examine the advantages of a career with the Department using our yardstick as a guide.

Integrity

Integrity is the keystone on which the Highway Department operates. From the State Highway Engineer and his representatives, who must act as impartial referees on all construction contracts, to the lower ranked employee, who is charged with the routine jobs of the Department, integrity and honesty are always the watchwords. All employees are constantly reminded of this by the examples of senior employees and supervisors. The spending of the tax dollar rests in the employees' hands and is a public trust. It is a tribute to the present-day Highway Department and its employees that there has never been any scandals or other instances of betrayal of this trust. To work in such an atmosphere and with such men gives one a feeling of confidence and pride. To be successful,

Prepared for Resident Engineers' Meeting, March 13, 1958.



a career must be nourished with integrity.

Recognition

Recognition and development of the employee's ability is a prime requisite of any successful organization. The Texas Highway Department's system of decentralized authority and the advancement requisites are conducive to both the recognition and development of ability.

The new employee is given the opportunity to work with recognized experts and leading engineers in the highway field. He is in daily contact with men he can admire and emulate. With this type of direct personal contact, the employee's ability will grow and he will rapidly increase in proficiency.

The Highway Department's system of regular advancement, based upon this increase in proficiency and on experience, gives proper recognition to the individual. The basic policy of the Department of filling higher ranked positions by internal promotion lends the proper incentive for advancement. With reference to the graduate engineer, the higher positions of the Texas Highway Department require a professional engineer's license. Therefore, an engineer with proper qualifications and the necessary ability and initiative has the opportunity to advance into higher positions of responsibility and authority. This identification of the engineer with management of the Department is a unique feature and one not often found elsewhere.

I spoke earlier of the decentralized authority of the Highway Department. I am, of course, referring to the Resident Engineer system of command. This system makes possible a series of small, well-knit organizations, working together to form the larger organization—the District. This also includes the various maintenance sections which roughly correspond to the Residencies. An employee can identify himself with his own small group and reap that advantage, as well as have the advantages of belonging to the larger District organization. Thus, should a man prefer the smaller office and field routine or should he prefer to be in the larger design and administrative sections of the District, either is possible. Ideally, the employee should work in both offices to better acquaint himself with the over-all picture. In particular, the graduate engineer has a golden opportunity in his early professional career to work in both design and construction under expert supervision.

Salary

The Texas Legislature has recently adjusted the salary scale of the Texas Highway Department, and the over-all scale is vastly improved. The starting salary paid by the Highway Department for engineering employees is competitive with other agencies. There is still some need for adjustments in the salary scale for employees with qualifying experience, particularly in certain areas of the state. It is a reasonable assumption that deficiencies in the current salary scale will be corrected by future actions in the Legislature.

Security

There are two types of security. One is job security and the other is peace of mind resulting from various fringe benefits over and above salaries.

Concerning job security, I would like to quote from an article by Thomas B. Lee which appeared in a recent issue of Civil Engineering magazine. "There is no such thing as complete employment security, short of commitment for life in a prison." I am not talking about that type of guaranteed security. In the Texas Highway Department, the responsibility of job security rests mainly with the individual employee himself —in his own ability and confidence to make the grade. This is as it should be. Due to the highway commission type of government, jobs are won and held on the basis of individual merit alone. There is no political spoils system. Then, too, the Highway Department employee need

not fear a lay-off due to a temporary slack in the work.

The other type of security, or peace of mind, concerns benefits other than salary, offered by the Department. An employee has many attractive programs, all designed to make his career more complete.

On-the-job training under experienced men, as well as a yearly short course, are part of the training program. This program is supplemented by regular personnel meetings on the Resident and District level.

As for location, the employee has unlimited choice over the state. This is a facet of employment that is unique with the Highway Department. Few organizations can offer such a wide choice of location.

The advancement program is based upon periodic merit reviews and seniority combined. This system of merit and seniority combined is a healthy and open system, giving each employee the assurance of fair treatment.

The vacation and sick-leave policy of the Department is among the most liberal. Each employee receives two weeks paid vacation and accrues eighteen days of sick leave per year. Vacation allowance may be carried over one year and sick leave allowance may be carried over for two years. In addition, if conditions warrant, extended sick leave may be granted. Employees also receive certain paid holidays and a Christmas vacation.

Our Retirement Law has recently undergone a major revamping and now ranks with the best in the country. For example, it is now possible for an employee to retire and draw compensation equal to more than 50 per cent of the best five consecutive years out of his last ten years of salary. Upon completion of ten years service, the Retirement Law provides for liberal disability Retirement benefits varying from 25 per cent to 60 per cent of the average salary. Should an employee be killed while on duty, then the Retirement Law provides for the return of his contributions, with interest, plus one full year's salary. These and other provisions make this Retirement program one of the most liberal and complete available. The cost is based on the individual salary. Starting September 1, 1958, each employee contributes 4½ per cent of his salary.

In addition, the Department has approved the formation of Credit Unions in districts over the state. These Credit Unions provide a place for employees to deposit their savings

on interest and also to borrow money at low rates.

The Texas Public Employees Association also offers a group hospitalization and life insurance plan which is adequate for the average illness, and the cost is low due to the group-purchasing power.

From every angle, it is obvious that the Texas Highway Department has gone to great lengths to provide one of the most modern and up-to-date career-benefit programs in the state, or anywhere else for that matter. Needless to say, security has been well considered.

Challenge

To me, this is one of the most important parts of our yardstick. Any successful career must have sufficient challenge, thus producing the personal satisfaction of a job well done when the challenge is overcome.

Again referring to the graduate, the Professional Engineer in the Highway Department practices his profession in the broadest possible sense. He is charged with the responsibility of carrying out assigned projects from the preliminary surveys and estimates, through design, construction, and completion of the facility. During this process, he must be constantly striving for the proper design as well as mindful of the costs. These engineers conceive, design, and construct such facilities as freeways, major interchanges, grade separations, bridges, primary and secondary roads, and other necessary items of highway construction. Jointly, they develop and test new methods and materials to improve the finished product. This is engineering in its truest sense. Imagine the satisfaction when these challenges are met and overcome. What a far cry from the pseudo-engineers in some of our larger concerns who are little more than well-trained technicians.

Today the Department and its employees are faced with a grand challenge. I am referring to the Federal Aid Highway Act of 1956, with its master plan of Interstate Highways to be financed 90 per cent by the Federal Government. This master plan envisions thousands of miles of dual-lane highways connecting the major cities of the country. The program of construction has been referred to as the greatest public works program in history. Certainly it is a magnificent opportunity for a young man to participate in an era of highway construction unequalled before. The Federal Aid Program is only part of the story. This program has released State funds for much-needed modernization of our existing system of primary and secondary roads. Old pavements and structures are in need of widening. Inadequate traffic capacity must be alleviated. Dangerous alignments and grades must be improved. This, in itself, presents a problem to tax the ingenuity and skill of all the Highway Department employees.

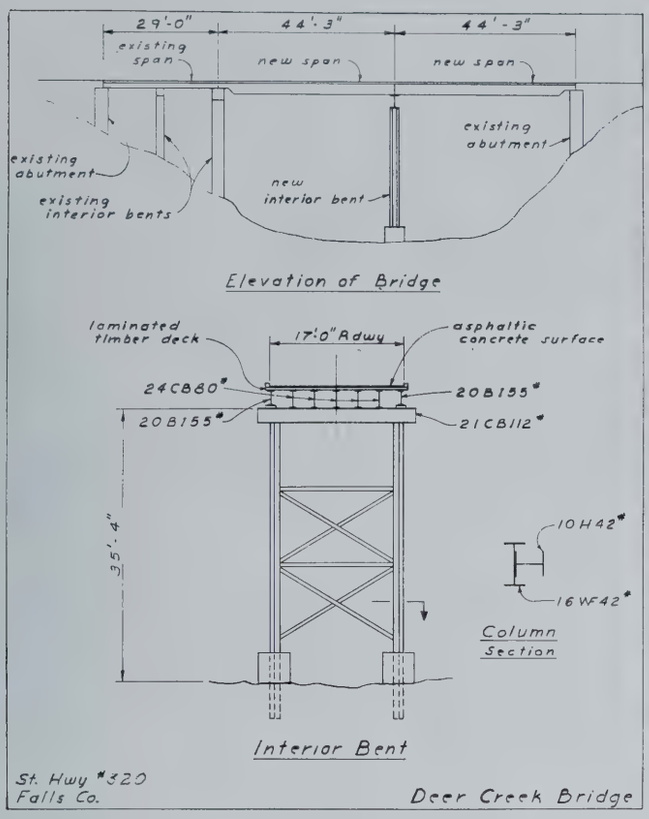
I have evaluated the career offered by the Texas Highway Department, and I think it measures above average in every respect. In fact, there are undoubtedly other advantages that have not been mentioned here. Naturally, every man attaches different importance to the various components of the yardstick. Nevertheless, in my opinion, the Department offers a vista of opportunities for young men, both graduates and non-graduates. With our state-wide highway requirements increasing each year, the Texas Highway Department offers career opportunities that cannot easily be excelled.

A truck crossed this pony truss bridge—

COLLAPSED BRIDGE REPLACED

George G. Cleveland, District Maintenance Engineer
District 9

and down it went.



Twenty-three days later—

IN 23 DAYS

A pony truss bridge across Deer Creek on State Highway 320 collapsed after a truck crossed it on the afternoon of February 26, and a new bridge was completed and the highway opened to traffic on March 21.

Immediately after word reached District Headquarters that this bridge, between Lott and Marlin in Falls County, had collapsed, our bridge construction crew went to work. Under the direction of Otha Jones, Construction Superintendent, the crew moved equipment to Deer Creek and began removing the bridge from the creek bed.

Our District bridge design organization made a quick check on the available structural steel in stock and began the task of designing a Class "B" bridge using the materials available. The design and construction work was rushed to completion in 23 days, and the axle-load limit across Deer Creek was no longer needed.

the new bridge was complete.

SIGN RACK

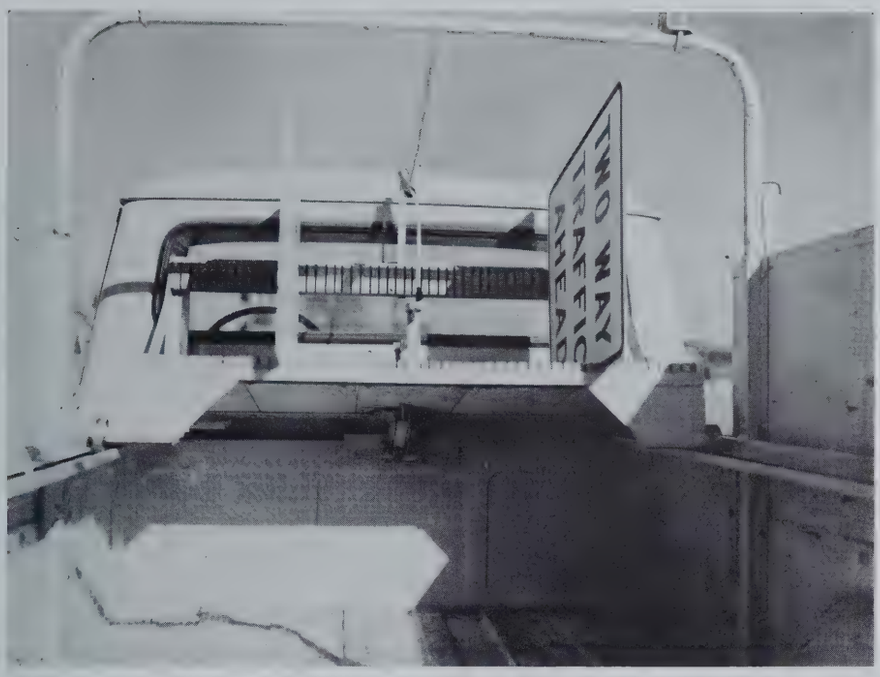
C. D. Handley Jr., Senior Resident Engineer
District 9

Jim L. Hamilton, Senior Maintenance Foreman in Hamilton County, noticed that some of the signs in his county were battered and scarred before erection. He checked and found that the trouble was a result of the method of handling while in the sign truck. Signs scraped against each other, which scarred the finish on some. In an effort to prevent this and to protect the signs in transit. Hamilton instructed Asa R. Crabtree, Skilled Laborer, to devise some method whereby the signs would arrive at their destination still looking like new.

Crabtree devised a rack, constructed of timber, which served the purpose quite well. This rack was constructed in the Maintenance Warehouse at Hamilton from improvised materials. After the sign rack was used for a while, however, it was noted that improvements could be made, so Crabtree consulted with Edwin D. Davis, Equipment Supervisor, at the district shop.

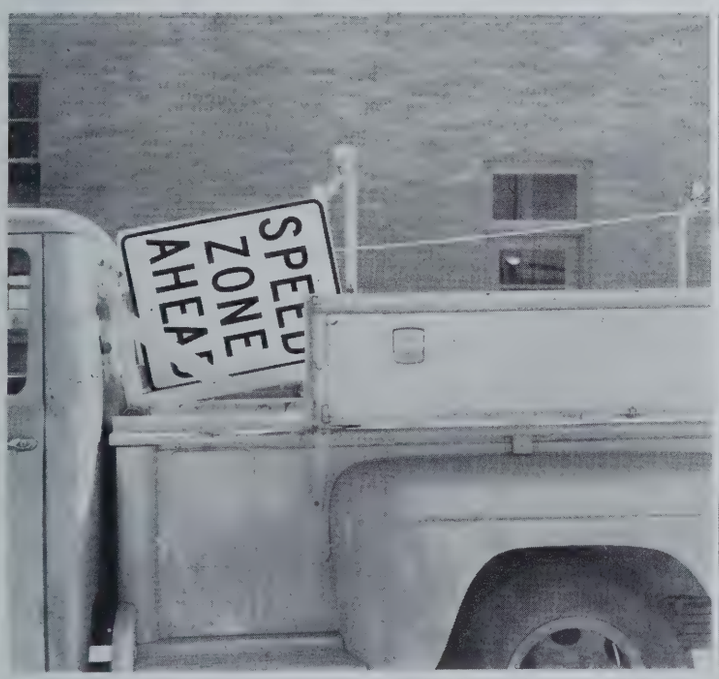
Davis, along with Robert C. Roberts, Skilled Laborer in the district shop, patterned a new rack from Crabtree's, incorporating his ideas with some of theirs. The first rack turned out by Roberts was mounted on the McLennan County sign truck. It has proven to be such a timesaver, as well as a sign protection device, that the district shop is now constructing a rack for each sign truck in the District.

The rack locked in position for travel. Although only two signs are shown, it will accommodate approximately 50.



The rack locked in position for travel. Note the rail along each side forming a track for the wheels. Also note the latch underneath which holds the rack in place and the spring overhead which holds the rope clear of the bed.

Rack in position to remove signs. The rope is attached to latch and by pulling on rope, latch is released and the rack is pulled forward by the rope.



Side view of rack in position for travel.

View of latch which locks automatically when rack is pushed back to cab.

District 21 Exhibit

Jim Graham and Gene Graham, Senior Resident Assistants
District 21

The Rio Grande Valley Chapter of the Texas Society of Professional Engineers and the Pan American College Engineers' Society were joint sponsors of a Science and Engineering show on Pan American College Campus at Edinburg, Texas, March 13 and 14 of this year.

The show had a record attendance of about 10,000 people from all over the Valley. Many of the commercial exhibits displayed in the school gym were actual working scale models of present-day engineering and scientific achievements.

District 21 had on display a highway zoo, aerial photographs, a radar speed meter—Model S2, and a field laboratory concrete beam testing machine.

The pictures for the highway zoo were hand-painted by members of the District Design and Expressway Offices; the ideas came from the National Safety Council.

Stereoscopes were provided for the aerial photographs. Shown on the photographs were actual location lines in Zapata County where 40 miles of highway around Falcon Dam were located without the aid of a preliminary survey.

Actual modulus of rupture tests were made with the concrete beam testing machine. Each test was explained as it progressed and obervers were informed as to what the test determined.

In addition to the above-mentioned displays, the ADmatic Viewer flashed pictures of expressway scenes from all over the state. Also, the "Then and Now" highway display, furnished by D-16, was set up in an adjacent booth. This display shows the contrast of Texas roads of old and its present-day highways.

The entire exhibit was well received by visitors at the show.

The highway zoo, aerial photographs, and beam-testing machine are observed by visitors at the Science and Engineering Show.

Highways of the past and present are represented in this D-16 exhibit.

DISTRICT 18 SIGN SHOP

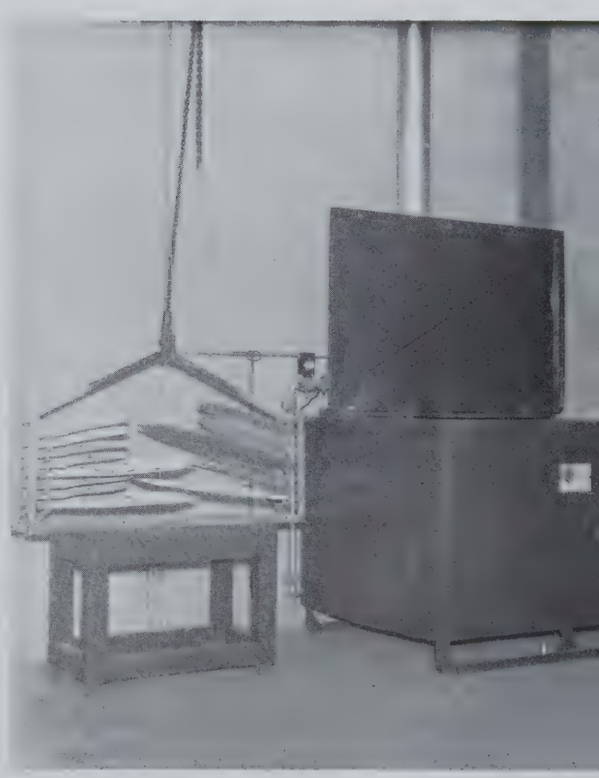
SIGN PREPARATION

Frank W. Cawthon, District Engineer
District 18

All salvable metal signs in District 18 are straightened in maintenance sections and delivered to the district sign shop and placed in the cleaning room. Sign cleaning proceeds in this manner. Signs plates are placed in special racks built in the district shop, which accommodate sixteen metal signs of any standard size. The loaded rack is raised by an electric hoist constructed to travel on an overhead rail, positioned, and lowered into a cleaning tank. It remains there for approximately 30 minutes. The heating tank is gas fired and thermostatically controlled to keep the cleaning solution at a constant temperature of around 200 degrees. The regular compound furnished by Equipment and Procurement Division is used in the cleaning solution.

At the end of the cleaning period, the sign rack is raised, positioned, and lowered into a rinsing vat. A man takes the signs from the rack one at a time, rinses them with warm water, and places them in a special mobile rack which transports them to the paint-spray machine. Before the man starts the rinsing process he loads another rack with signs to be cleaned and places the rack in the cleaning vat. The reloading and rinsing process takes about 30 minutes, which means that sixteen signs are being cleaned while sixteen are being rinsed, resulting in a continuous cycle of cleaning, rinsing, and racking 32 signs per hour ready for painting. The rinsing vat was constructed in the district shop and is provided with hot and cold water.

The mobile racks were constructed in our shop and are adjustable. They will accommodate one tier of large wooden signs, two tiers of larger size metal signs, three tiers of medium size signs, or four tiers of smaller size signs. The tier is composed of special slotted wooden, spanner-type racks which are light and can be easily removed and adjusted to desired height by one man for different size signs. Loading starts with only the bottom tier in place. Extra tiers are added as lower tiers are filled. A rack holds an average of 75 signs.



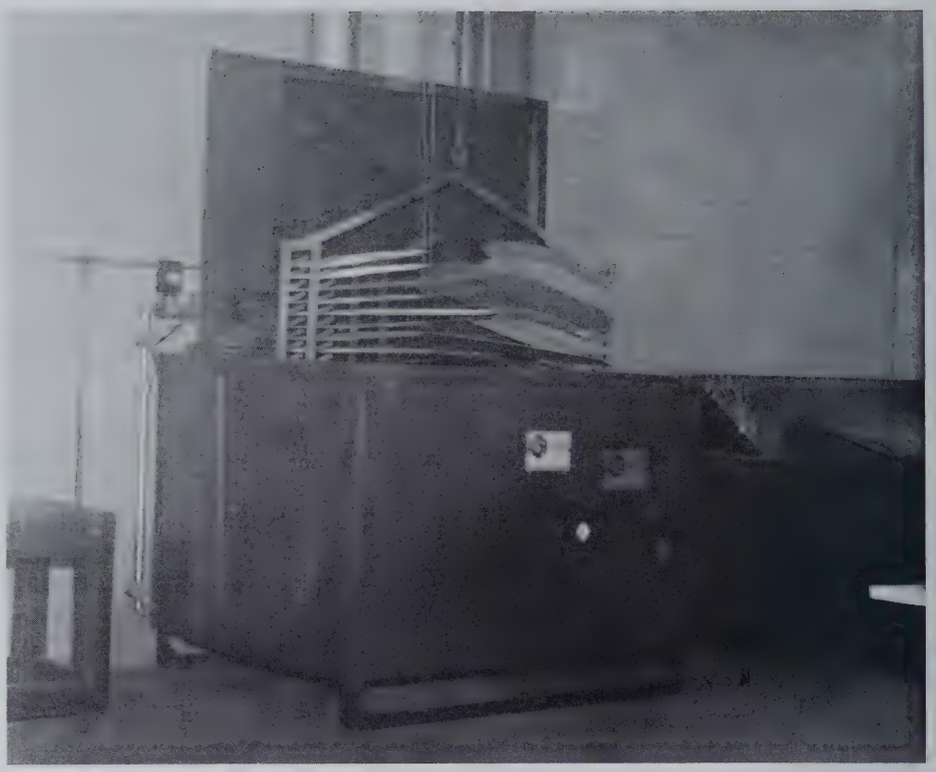
Special racks built in the district shop will hold sixteen standard-size metal signs.

Each rack has two eight-inch hard rubber roller-bearing wheels in the center and four five-inch caster-type wheels, one at each corner of the rack. Fully loaded, a rack weighs more than 1,500 pounds, but can be easily moved about by one man. The two large center wheels carry all the weight, making the rack exceptionally maneuverable.

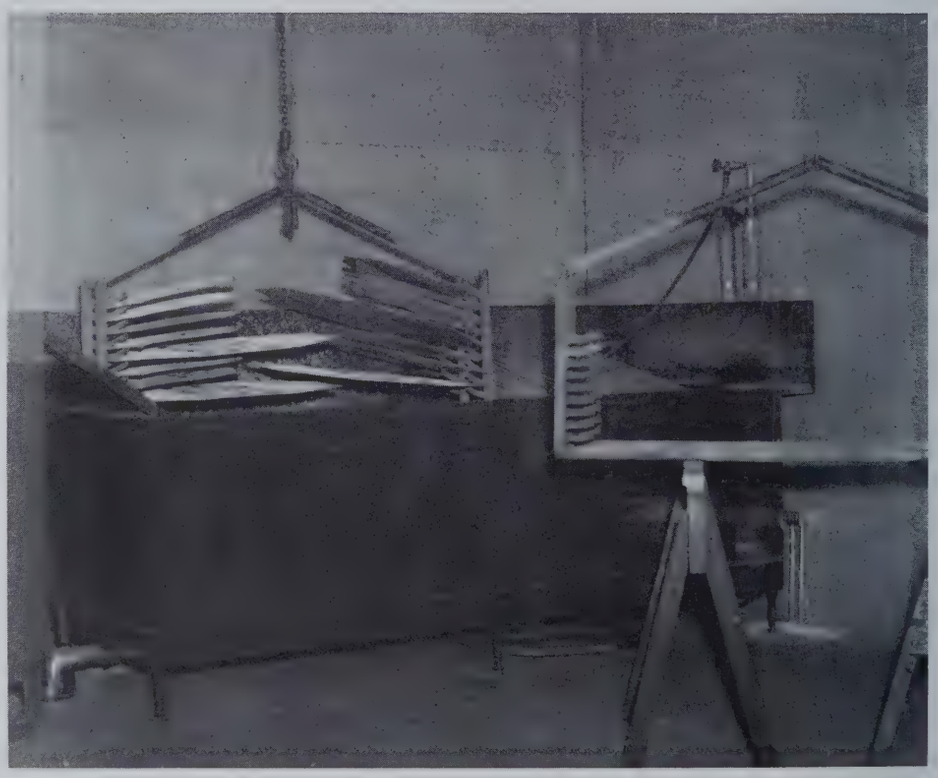
The racks, loaded with around 600 sign blanks, are lined up near the loading end of the automatic paint-spray machine. One man can easily feed the machine from the racks. From the machine they are taken off the machine conveyor and placed on empty racks. As loading and unloading progresses, the empty racks from the loading end of the machine are moved to the unloading end of the machine and refilled, which means that we only have to have one extra rack in the process.

The paint-spray machine is an automatic similar to several other machines the Equipment and Procurement Division has secured for other districts. About 600 signs are painted on one side in four hours, allowed to dry until the next morning, and then painted on the other side, which results in four days time to place two coats of paint on each side. An additional day is required to place the beaded coat, which means that it takes five days, four hours per day, to complete a sign blank ready for message. The afternoon of each day is spent in building wooden signs, cleaning old signs, and placing messages on painted metal and wooden signs.

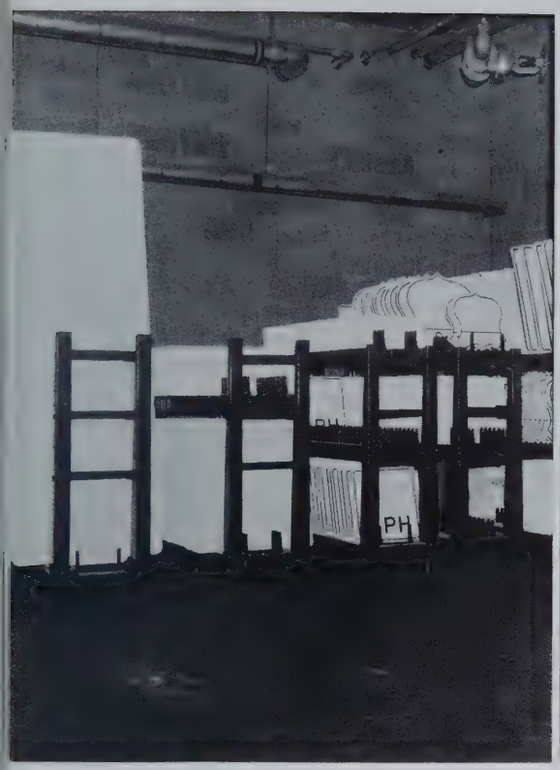
Our electric-powered beading machine was built at Camp Hubbard. We attached it to the paint-spray machine conveyor, which eliminates the necessity for unloading and loading signs from the paint-spray machine directly to the beading machine, where they are removed and placed on mobile racks. To accomplish this hook-up, an additional series of belts and rollers was necessary and the two machines were connected by chain and sprockets, geared to the same speeds. The old machine required manual removal and reloading of excess



An electric hoist lifts the rack into the cleaning tank.

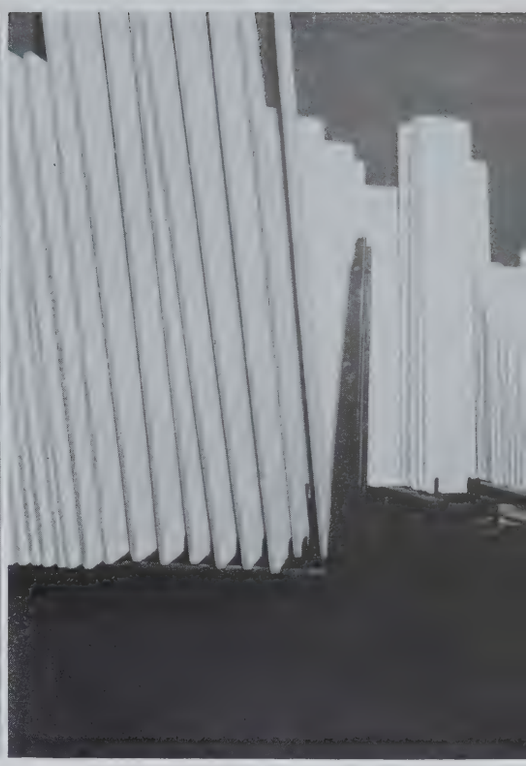


From the cleaning tank, the rack goes to the rinsing vat.



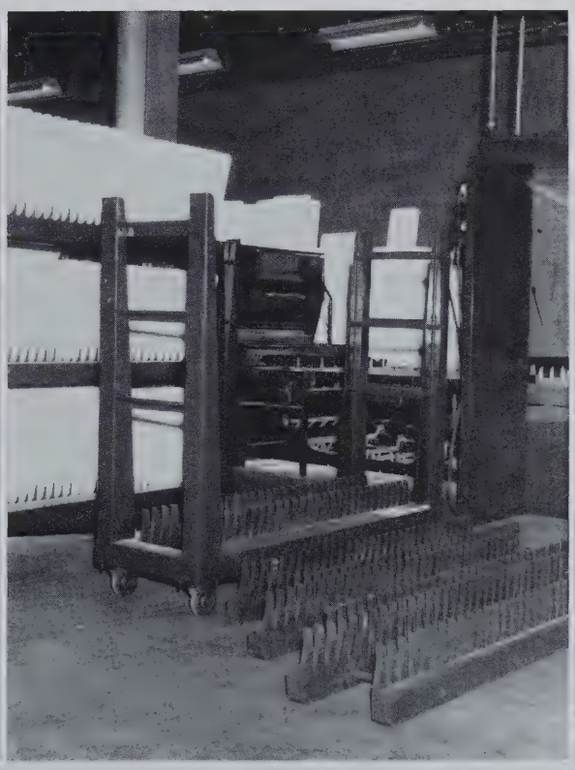
Racks are adjustable for various size signs.

One man removes sign blanks from the conveyor to empty racks.

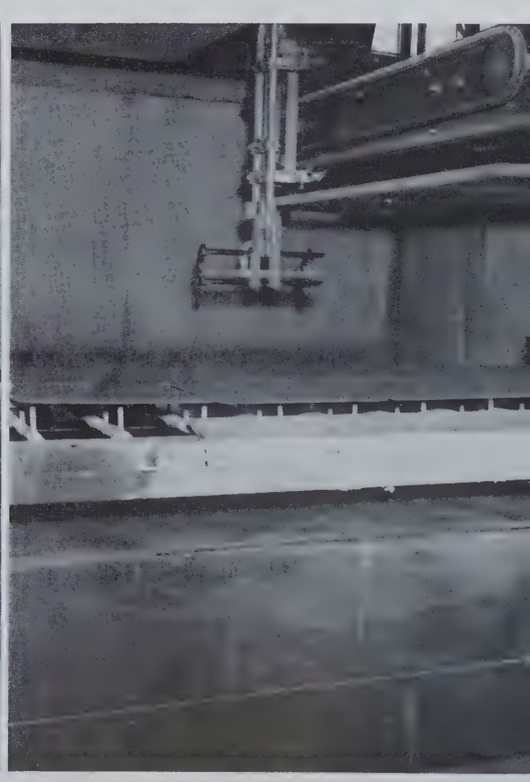


Racks have five-inch caster-type wheels at each corner.

Shop-built mobile racks will accommodate up to four tiers of small signs.

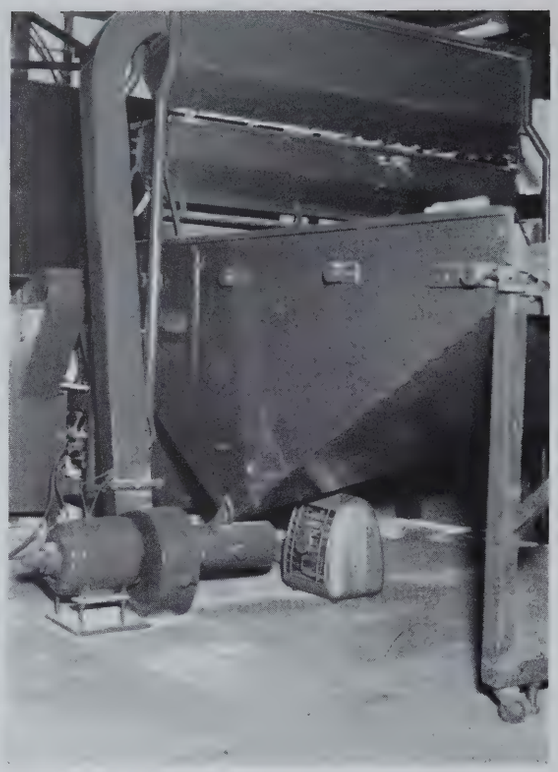


Slotted wooden spanner-type tiers are light weight and easily adjusted.

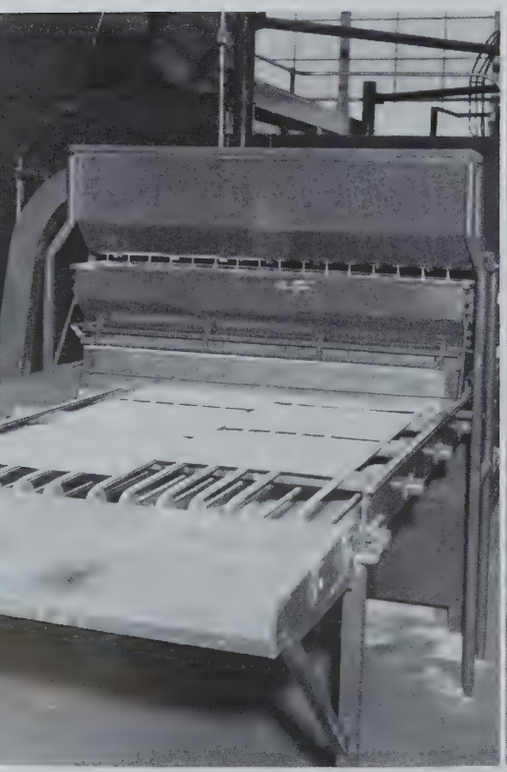


The spray machine paints about 600 blanks on one side in four hours.

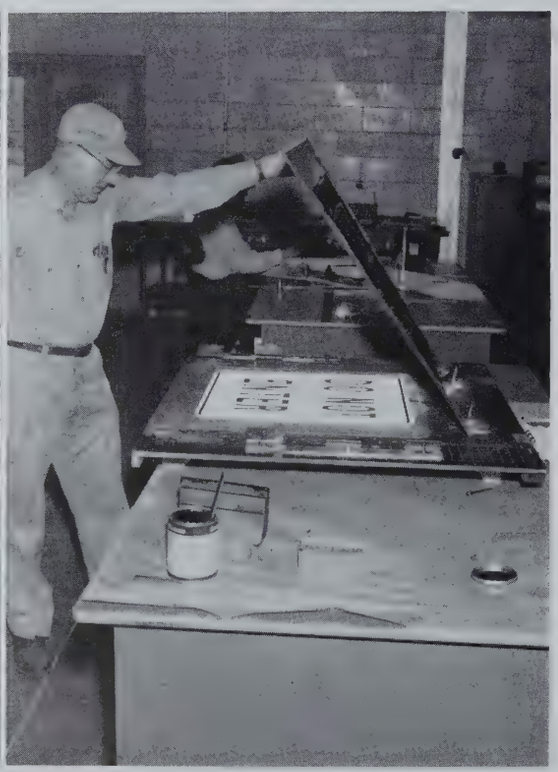
The beading machine is attached to the paint-spray machine conveyor, eliminating one unloading and loading operation.



An automatic bead-return arrangement was developed to eliminate manual removal and reloading of excess beads.



Signs go through the spray machine to the beader.



A light, flexible screen is used with a masonite frame.

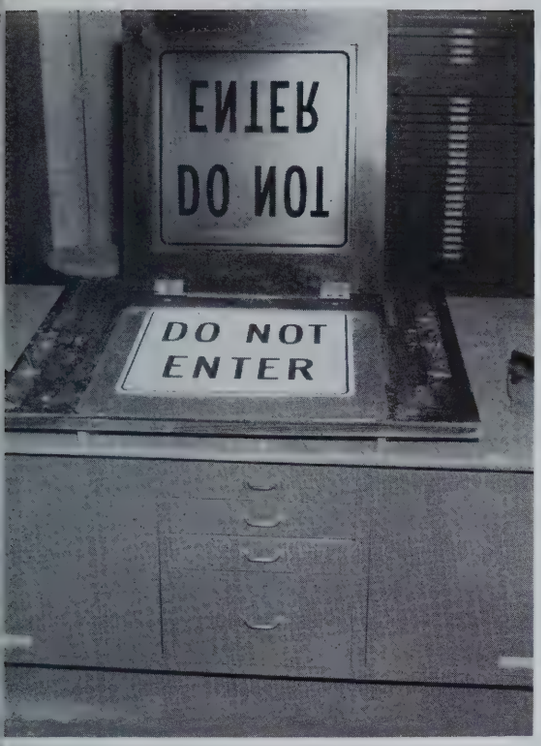
beads into the bead hopper. Our automatic machine puts signs through the beader faster, at a constant speed, greatly increasing the amount of surplus beads to be returned to the hopper.

To eliminate the manual removal and reloading of excess beads we have developed an automatic bead-return arrangement. We installed an extra large bead hopper directly above the original hopper on the machine equipped with a positive adjustment which feeds beads into the original hopper at the desired rate. An electric, motor-driven blower was installed near the outlet at the bottom of sump of the beading machine which elevates beads through a metal duct to the additonal hopper. A small electric heater near the suction intake of the blower dries the beads and practically eliminates trouble with moist beads.

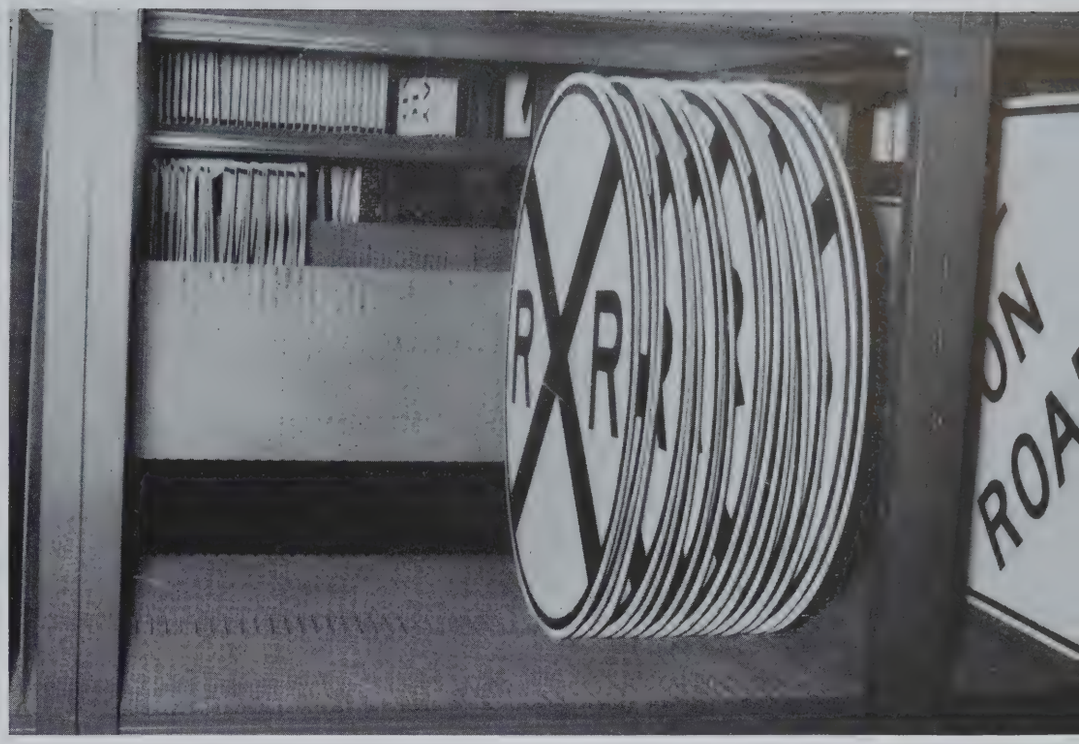
Painted sign blanks are kept in the mobile racks in the spray room until needed to fill orders. At that time they are rolled into the finishing room for application of the message. We try to keep several hundred unfinished sign blanks on hand. Both the silk screen and stencil methods are used for applying messages to sign blanks. The silk screen method is used on most of our quantity-production signs. We stencil only special signs for which building a screen would not be justified.

We use a light, flexible-type screen with a masonite frame. The screen frames are pin-hinged to a baseboard which is universal and will accommodate all of our medium size silk screens. These screens are kept in racks in the bottom section of a specially built, caster-mounted screening table.

Construction of our wooden signs starts in the carpenter shop. Sign blanks are built from three-quarter-inch, marine-type plywood, a stock of which is kept in our carpenter shop at all times. The sign blanks are cut to shape, corners are rounded and sanded. Then they are placed on mobile racks and rolled into the



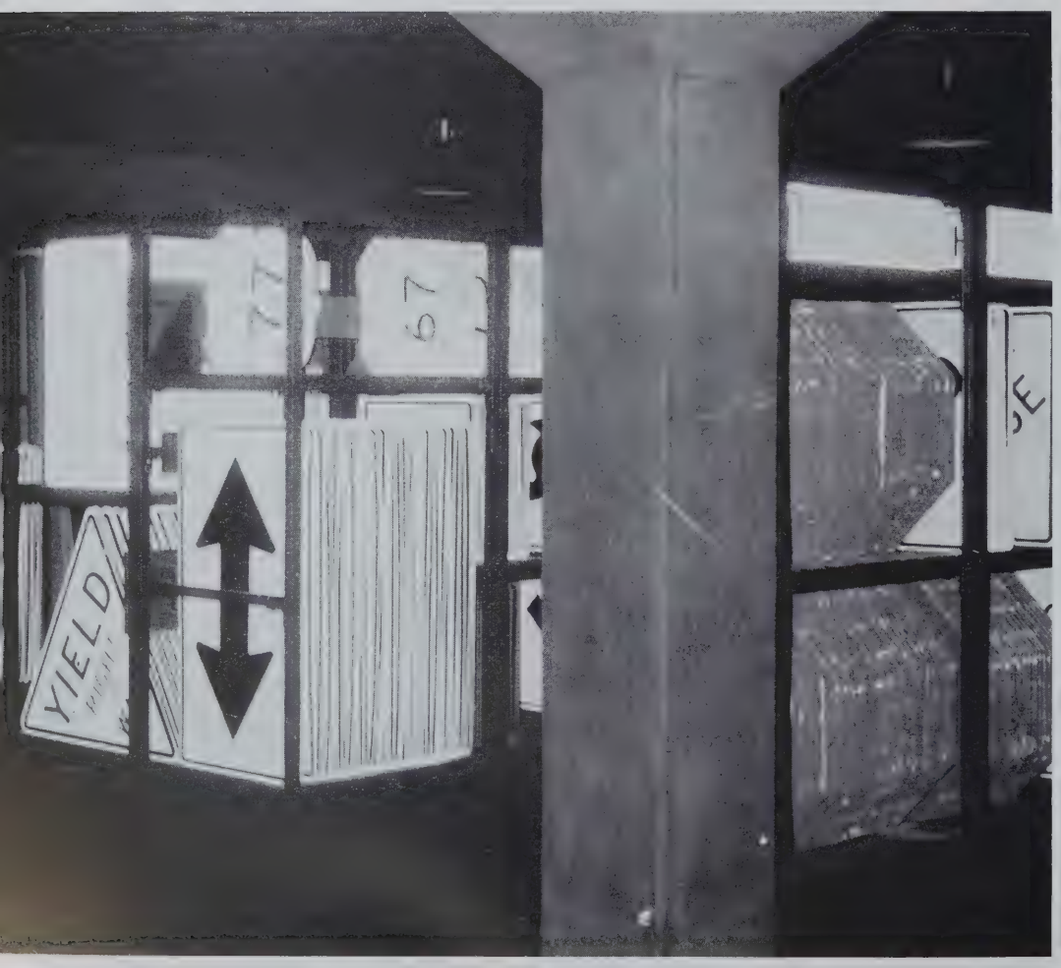
Screens are kept in racks below the screening table.



As signs are finished, they are rolled on the mobile racks to the warehouse for storage.

In the warehouse, they are removed and stored in special racks.

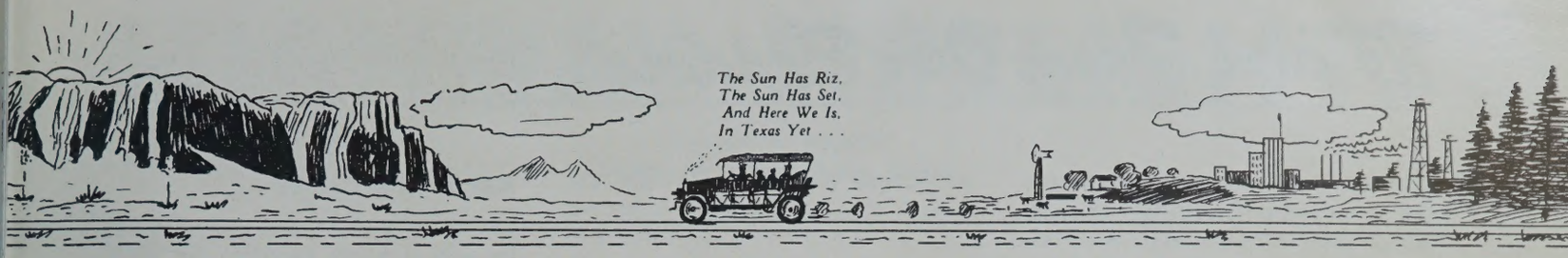
An average of 1,800 standard signs are kept in the warehouse stock at all times.



Storage racks are made of unistrut steel construction, and are adjustable.

sign-cleaning room. Here the blanks are given two brush coats of paint on each side, placed back on racks and rolled to the paint-spray room for bead coat application by machine. From this point the processing is identical to that used for metal signs.

After signs are finished, they are rolled on the same mobile racks from the sign-finishing room to the warehouse, where they are removed and placed in special storage tank racks. These are kept until needed in the maintenance sections. All signs made in our paint shop are transferred to the district warehouse where they are kept for distribution. We keep an average of 1,800 standard signs in our warehouse stock at all times. The sign storage racks are of unistrut steel construction, adjustable to accommodate various sign sizes. Each compartment has a grooved plywood bottom and back for supporting and separating signs. The unistrut frames were purchased on bids and the plywood supporting boards were built and placed in the racks by our forces.



OVER THE HIGHWAYS

Comments . . . from the Traveling Public

First of all I want to thank you for all the nice things you sent. I thought that the picture of the dangerous dinasor [sic] was very interesting. They must have been heavy to make footprints in rocks. . . . In the book Texas Facts I found out why your state is so called. I guess you've really got an awfully big state. The next time we ever go on a vacation I hope we'll come to visit your state. Who'd ever think that the greatest woodland area of any state in the nation belongs to Texas. Well thanks again. Your Wisconsin friend,

Linda Connelly
Verona, Wisconsin

Recently in one of the local newspapers I read of your activities with rockets. I am very interested in learning about rockets and especially the fuels that you use.

I would be very grateful for any information you could send me about your organization as well as the work you are currently doing. At present I am trying to make model rockets as a hobby but I am limited because of my age and experience. In the not too distant future my father and I hope to get started on another rocket.

Harold Bishop Jr.
Downey, California

◆ *Do they mean us? Must have been some of Materials and Tests experiments and tests that started this rumor.*

All in the Family . . .

Mr. Tom Collier
District Engineer
Waco, Texas

Dear Tom:

During the last two to three weeks I have been one of your unsolicited inspectors during my trips to and from Temple and have tried all alternate routes between here and there. I know you love this type of inspection service and I really feel you should place me on your payroll.

Only one thing of interest that I have observed and it was a most unique phenomenon and quite frustrating to say the least. I have generally been in somewhat of a hurry on my various trips and the other day when leaving Temple on State Highway 95 going south I was particularly impressed with the proximity of Taylor as noted on your distance marker near the south edge of Temple and rather close to Temple Junior College. This sign reflected Taylor to be 36 miles distance. Lo and behold, as I continued south getting closer all the while, in fact 1.3 miles closer when I reached the junction of State Highway 95 and U. S. Highway 190 and where your directional marker depicted Taylor to be 37 miles distant. Since this meant that I was losing rather than gaining ground, I was at a complete loss as to know how to proceed and was almost tempted to freeze in my tracks.

* * *

Ed Bluestein
District Engineer
Austin, Texas

Mr. Ed Bluestein
District Engineer
Austin, Texas

Dear Ed:

I was somewhat embarrassed on reading your letter of March 26. Since getting it I have been wondering which of the two signs you referred to was right, but have hesitated to inquire too closely for fear that neither may be right. This whole thing came about because of a dilemma that we found ourselves in. Traffic is extremely reluctant to leave District 9 and we found it necessary to offer all sorts of inducements to head them to objectives beyond our boundaries. What we didn't count on was your making an abnormally large number of trips between Austin and Temple or that they would be subject to your close scrutiny and keen mathematical analysis. While I cannot promise that we will not indulge in these little tricks in the future, I do hope we can make our stratagems a little less transparent.

* * *

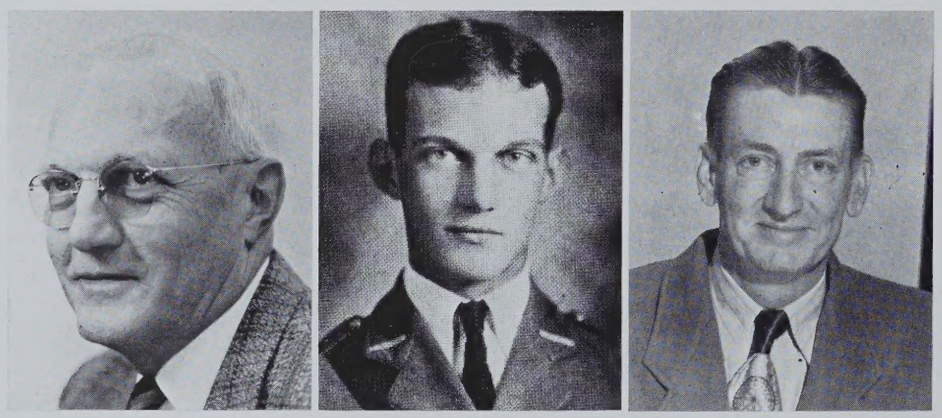
Thomas C. Collier
District Engineer
Waco, Texas

To and From Our Readers

In the April issue, we complicated the picture quiz for readers by making an incorrect identification of one handsome Aggie gentleman. We received a complaint on this—not from District Engineer Gilbert Youngs, whose picture it was—but from H. L. Arno, Director of Personnel, wrongly accused of once possessing the face pictured in the quiz as Number 13.

To clear up this error, we offer below the present-day visage of Mr. Youngs on the left; in the center, Mr. Youngs as he appeared a few years ago; and on the right, Mr. Arno. Which one does he look more like to you?

We demoted Travis A. Long in last month's magazine, and we want to make amends this month. Mr. Long is Supervising Resident Engineer, and not Supervising Designing Engineer, as we made him in the byline with his interesting article on slides. We are especially sorry that this happened, because your editor felt really like promoting him for the story.



"We had to lean the fence post outward to get enough right-of-way!"

About the Cover . . .

In the spring of the year, as if touched by the wand of a fairy godmother, the twisted, drab little dogwood trees of East Texas bud forth in snowy blossoms, transforming entire forest areas.

Seen from trails through the wooded areas, the dogwoods have a lacy look against a backdrop of pine trunks. An observer must get close to one of the flowers to fully comprehend the legend of the dogwood. No longer frilly looking, the flower takes on dramatic overtones.

Legend says that the cross on which Christ was crucified was made from a dogwood tree. Until that time, the dogwood had been a tree of great size. Jesus, knowing the shame which the tree felt at being used for such a purpose, caused the dogwood, from that time on, to be slender, bent, and twisted—never again to grow large enough to be used for a cross. Its blossoms He made in the shape of a cross, two long petals and two short. At the edges of the petals are nail prints, brown with rust and stained with blood. And in the center of the flowers He placed an image of the crown of thorns so that all who saw would know that it was upon a dogwood that He was crucified.

This roadside park, situated on U.S. 69 between Alto and Rusk, allows picnickers to enjoy the beauty of the surrounding dogwood trees.

TEXAS HIGHWAY COMMISSION

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Texas Highways

TEXAS HIGHWAYS, official journal of the Texas Highway Department, is published in the interest of highway development in Texas and for departmental education in the improvement of construction, maintenance, and operation.

All material and manuscripts should be directed to the Editorial Office, Division of Information and Statistics, Texas Highway Department, Austin 14, Texas.

HIGHWAY SIDELIGHTS

Gordon K. Shearer
Historian, State Parks Board

May, 1856, witnessed the beginning of one of the strangest transportation tests ever made in the United States when camels were brought from Smyrna to Indianola, Texas, by the U.S. Army.

Indianola was the chief port on the middle Gulf Coast. Supplies for frontier military posts across Texas and west to California were landed there to go on by pack train.

Jefferson Davis, then U.S. Secretary of War, decided to try camels. Great difficulty was being experienced with horses and mules in crossing the dry country with few water holes and long, sandy stretches. That was before the day of modern highways like U.S. 90. Horsehead skeletons gave the name to the ford then used to cross the Pecos River.

Forty camels were brought from Smyrna as the first shipload. Popular report says they were landed at Indianola on May 14, 1856. The log kept by Navy Lieutenant David D. Porter, however, says they were put ashore on May 10. The discrepancy may be explained by the fact that the camels were unloaded at Powder Horn in Matagorda Bay and taken overland to a khan (corral) that had been built for them at Indianola. A second shipload was lightered ashore at Indianola.

The camels were kept at Indianola to recover from the effects of the voyage with daily light marches. Then with test loads they were marched by way of Victoria to San Antonio; to Camp Verde, to Texas forts and on across New Mexico and Arizona to California.

Outbreak of the Civil War put an end to the experiment. Site of the camel landing will be included in a new state historic park for parts of which deeds were delivered to the State at the sixth annual pilgrimage to Indianola held on May 18. On that day descendants of those who lived in Indianola before its destruction by storm in 1886 gathered at the LaSalle monument park on Texas Highway 316.

Photograph courtesy National Archives.

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